

Message Text

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PAGE 01 STATE 024639
ORIGIN EB-08

INFO OCT-01 ARA-06 ISO-00 DOTE-00 FAA-00 H-01 /016 R

DRAFTED BY EB/AVP:JGORDON:VLV
APPROVED BY EB/AVP:AJWHITE
ARA/CEN - MPLATT
NTSB/PP - W.HALNON
-----040541Z 044808 /12
R 032046Z FEB 77
FM SECSTATE WASHDC
TO AMEMBASSY GUATEMALA

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E.O. 11652: N/A

TAGS: EAIR, GT

SUBJECT: CIVAIR - QUICHE AIR CRASH

REF: GUATEMALA 304, 448

1. DEPT CONSULTED NTSB REGARDING POSSIBILITY OF NTSB INVESTIGATION OF CRASH. NTSB FEELS THAT INVESTIGATOR COULD LEARN VERY LITTLE OF USE BY VISITING SITE, GIVEN ELAPSED TIME SINCE ACCIDENT, LOOTING BY LOCAL RESIDENTS, AND REMOVAL /DISASSEMBLY OF ENGINE.

2. THE ACCEPTED PRACTICES UNDER WHICH NTSB WORKS, AS WELL AS GUATEMALAN SOVEREIGNTY, WOULD REQUIRE THAT NTSB BE INVITED BY GUATEMALAN CIVAIR AUTHORITIES TO CONDUCT AN INVESTIGATION. GOG CONCURRENCE WOULD NOT BE SUFFICIENT. EMBASSY COULD, HOWEVER, ELICIT SUCH AN INVITATION, BUT NTSB REITERATES ITS DOUBTS AS TO USEFULNESS OF ANY INVESTIGATION NOW.

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3. NTSB IS WILLING TO LOOK OVER ENGINE FROM FR. WOODS' AIRCRAFT IF ENGINE IS SHIPPED TO WASHINGTON. NTSB ADVISES THAT BECAUSE ENGINE HAS BEEN DISASSEMBLED, NTSB MIGHT ONLY BE ABLE TO STATE THAT ENGINE COULD HAVE BEEN IN RUNNING CONDITION AT TIME OF CRASH. SHIPMENT OF ENGINE WOULD HAVE

TO BE AT EXPENSE OF MARYKNOLL ORDER OR INTERESTED PARTY,
AND DUE TO PROCEDURAL AND SOVEREIGNTY QUESTIONS, NTSB
WOULD REQUIRE GOG APPROVAL OF ENGINE SHIPMENT.

4. WE SPOKE BY TELEPHONE WITH NTSB INVESTIGATOR ARMOND
EDWARDS. EDWARDS ADVISED THAT GOG INVESTIGATOR PEDRO
MOLINA GORDILLO HAD TOLD HIM AT TIME OF EDWARDS' VISIT
THAT REPORT WOULD CONCLUDE THAT AIRCRAFT WAS OVER GROSS
WEIGHT LIMIT, OUT OF CENTER-OF-GRAVITY LIMITS, AND THAT
PILOT HAD STALLED THE PLANE. EDWARDS NOTED RUMORS AT
TIME, AND SAID MOLINA WAS INITIALLY RELUCTANT TO COMMENT
ON THIS CASE ALTHOUGH THEY FREELY DISCUSSED OTHER CASES.

5. NTSB HAS RECEIVED SEPARATE CONGRESSIONAL INQUIRIES
REGARDING POSSIBILITY OF NTSB INVESTIGATION. NTSB
RESPONDED BY CITING CHICAGO CONVENTION/ICAO PROCEDURES,
POINTING OUT GUATEMALAN RESPONSIBILITY AND FACT THAT OUR
RIGHTS WERE LIMITED.
VANCE

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: REPORTS, AIRCRAFT ACCIDENTS, INVESTIGATIONS
Control Number: n/a
Copy: SINGLE
Sent Date: 03-Feb-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977STATE024639
Document Source: CORE
Document Unique ID: 00
Drafter: JKGORDON:VLV
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D770040-0163
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770275/aaaacord.tel
Line Count: 81
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: f2bc32cc-c288-dd11-92da-001cc4696bcc
Office: ORIGIN EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 2
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Previous Handling Restrictions: n/a
Reference: 77 GUATEMALA 304
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 24-Mar-2005 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 3414857
Secure: OPEN
Status: NATIVE
Subject: CIVAIR - QUICHE AIR CRASH
TAGS: EAIR, GT
To: GUATEMALA
Type: TE
vdkgvwkey: odbc://SAS/SAS.dbo.SAS_Docs/f2bc32cc-c288-dd11-92da-001cc4696bcc
Review Markings:
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